

#5015

FOR ANY QUESTIONS PLEASE CONTACT ODOT DISTRICT 2 REAL ESTATE AT 419-353-8131

I.C.H.515 SEC.C
SANDUSKY COUNTY



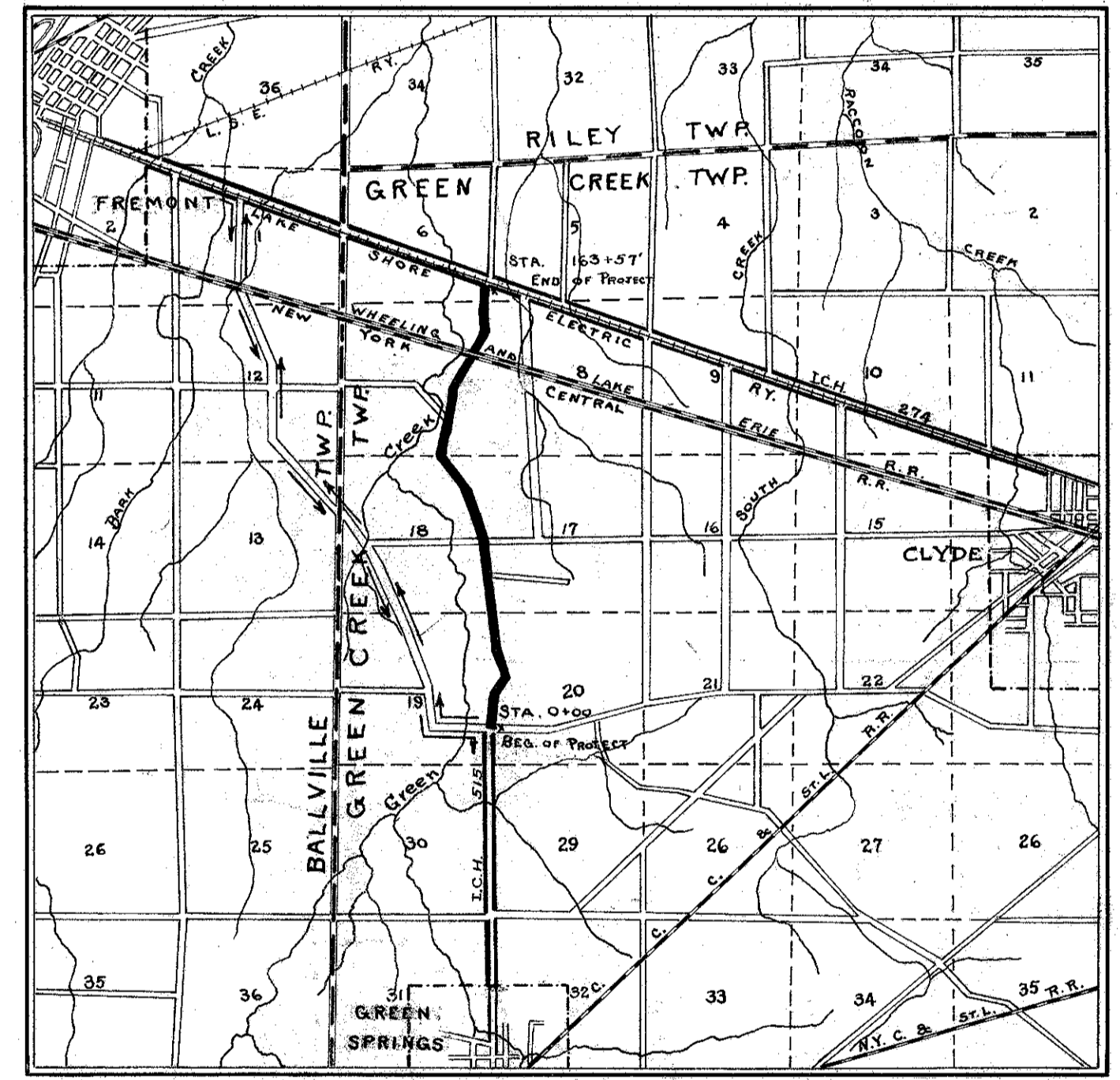
STATE OF OHIO
DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS
DIVISION OF HIGHWAYS
BUREAU OF CONSTRUCTION
FREMONT-REPUBLIC ROAD
I.C.H. 515 SEC.C PET.NO. 5308
SANDUSKY COUNTY
GREEN CREEK TWP. JAN. 1926

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CONVENTIONAL SIGNS

Township Line	-----
Section Line	-----
Property Line not fenced	-----
Center Line	-----
City or Village Line	-----
Fence	x x x x
Telephone or Telegraph	> > > >
Steam Railroad	=====
Electric Line	-----



The Standard Specifications of the State of Ohio - Division of Highways - in force on date of contract will govern this improvement.

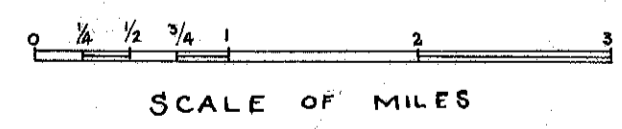
I hereby approve these plans and declare that the making of this improvement will require the closing to traffic of the highway and that detours will be provided as shown on the plan.

We, the Commissioners of Sandusky County hereby approve these plans and certify that the right-of-way of 60ft is available for the construction, maintenance and repair of the above highway.

Geo. A. Fiedler
W. H. Vello
R. W. Rogers

Date JAN. 23 1926. County Commissioners.

LOCATION PLAN



PORTION TO BE IMPROVED [thick line]
DETOURS SHOWN THUS [dashed line]

SCALES
Plan - 1" = 100' Profile (Vertical) 1" = 10'
Cross Sections 1" = 5' Profile (Horizontal) 1" = 100'

Approved Date 1-26-1926

L. H. Wismar
Resident Engineer.

Approved Date 2-25-1926

M. J. Honaban
Division Engineer.

Approved Date 3-29-1926

Jerry S. Cook
State Highway Engineer.

Approved Date 3-29-1926

H. V. Messinger
Director of Highways and Public Works.

CONSTRUCTION BUREAU
JUL 13 1955
GROUND PHOTOLAB

At Sta. 0+00 Set I.P. on E.N. end I.C.H. 515 Sec. B
 $\Delta = 0^{\circ}-00'$
 Elec. Pole N.E. 2.75' Tel. Pole N.W. 5.75' T.P. S.W. 45.4'

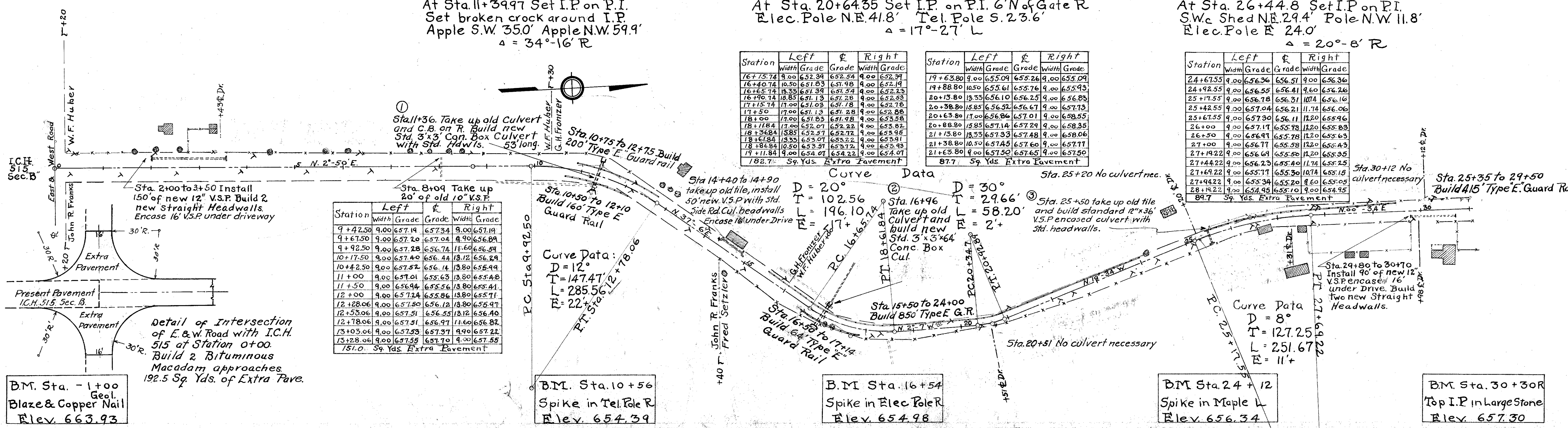
At Sta. 8+70.8' Set I.P. on E. Tel. Pole S.W. 29.5' Elec. Pole N.E. 51.0'
 Set Stake 8.0' Right. $\Delta = 0^{\circ}-00'$

At Sta. 17+68.3' Set I.P. on P.I. top of Bank R
 Elec. Pole N 45.9' Fence Post N 8.7'
 Sycamore S (By Culv.) 58.0'
 $\Delta = 39^{\circ}-13' L$

At Sta. 11+39.97' Set I.P. on P.I.
 Set broken crock around I.P.
 Apple S.W. 35.0' Apple N.W. 59.9'
 $\Delta = 34^{\circ}-16' R$

At Sta. 20+64.35' Set I.P. on P.I. 6' N of Gate R
 Elec. Pole N.E. 41.8' Tel. Pole S. 23.6'
 $\Delta = 17^{\circ}-27' L$

At Sta. 26+44.8' Set I.P. on P.I.
 S.W. Shed N.E. 29.4' Pole N.W. 11.8'
 Elec. Pole E 24.0'
 $\Delta = 20^{\circ}-8' R$

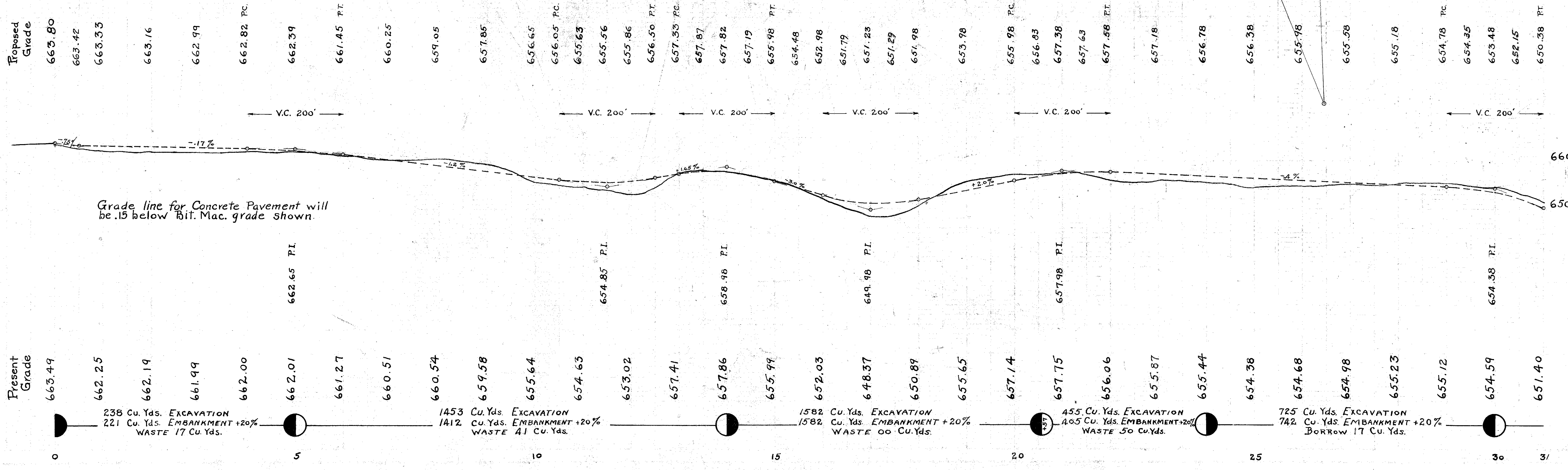


Station	Left	Grade	Right	Grade	
9+42.50	9.00	657.19	657.34	9.00	657.19
9+67.50	9.00	657.20	657.04	9.90	656.89
9+92.50	9.00	657.28	656.74	11.60	656.84
10+17.50	9.00	657.40	656.44	13.12	656.24
10+42.50	9.00	657.52	656.14	13.80	656.44
11+00	9.00	657.01	655.63	13.80	655.48
11+50	9.00	656.94	655.56	13.80	655.41
12+00	9.00	657.24	655.86	13.80	655.71
12+28.06	9.00	657.80	656.12	13.80	655.97
12+53.06	9.00	657.51	656.55	13.12	656.40
12+78.06	9.00	657.51	656.97	11.60	656.82
13+03.06	9.00	657.53	657.37	9.90	657.22
13+28.06	9.00	657.55	657.70	9.00	657.55

Station	Left	Grade	Right	Grade	
16+75.74	9.00	652.34	652.34	9.00	652.34
16+80.74	10.50	651.83	651.98	4.00	652.14
16+85.74	18.35	651.34	651.54	14.00	652.33
16+90.74	18.85	651.13	651.28	4.00	652.53
17+15.74	11.00	651.03	651.18	9.00	652.78
17+50	17.00	651.13	651.28	9.00	652.88
18+00	17.00	651.53	651.98	4.00	653.38
18+11.84	17.00	652.01	652.28	4.00	653.82
18+36.84	15.85	652.57	652.72	9.00	655.95
18+61.84	13.35	653.07	653.22	4.00	655.91
18+86.84	10.50	653.41	653.72	4.00	655.45
19+11.84	9.00	654.01	654.22	9.00	654.01

Station	Left	Grade	Right	Grade	
19+63.80	9.00	655.04	655.26	9.00	655.04
19+88.80	10.50	655.61	655.76	4.00	655.93
20+13.80	13.35	656.10	656.25	9.00	656.83
20+38.80	15.85	656.32	656.47	9.00	657.73
20+63.80	17.00	656.86	657.01	9.00	658.55
20+88.80	15.85	657.14	657.29	9.00	658.35
21+13.80	13.35	657.33	657.48	9.00	658.06
21+38.80	10.50	657.45	657.60	9.00	657.77
21+63.80	9.00	657.50	657.65	9.00	657.50

Station	Left	Grade	Right	Grade	
24+67.55	9.00	656.36	656.51	9.00	656.36
24+92.55	9.00	656.55	656.41	9.60	656.26
25+17.55	9.00	656.78	656.51	10.74	656.16
25+42.55	9.00	657.04	656.67	11.74	656.06
25+67.55	9.00	657.30	656.11	12.20	655.96
26+00	9.00	657.17	655.78	12.20	655.83
26+50	9.00	656.91	655.78	12.20	655.63
27+00	9.00	656.77	655.98	12.20	655.43
27+19.22	9.00	656.61	655.50	12.20	655.35
27+44.22	9.00	656.23	655.40	11.74	655.25
27+69.22	9.00	655.77	655.30	10.74	655.15
27+94.22	9.00	655.34	655.20	9.60	655.05
28+19.22	9.00	654.95	655.10	9.00	654.95

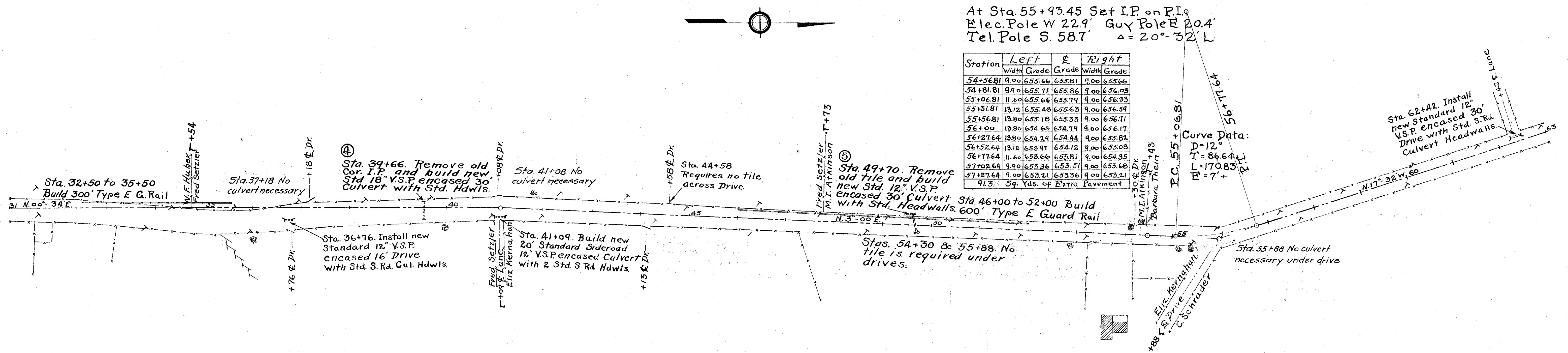


At Sta. 41+12.9 Set I.P. on Sec. Line
Elec. Pole SW 260' Walnut N.W. 51.0' Anchor Post E 25.0'
 $\Delta = 2^\circ - 26' R$

At Sta. 54+42.67 Set Stake on E
Elec. Pole W 332' 36" Walnut SW 35.7'
Post Picket Fence SE 32.85

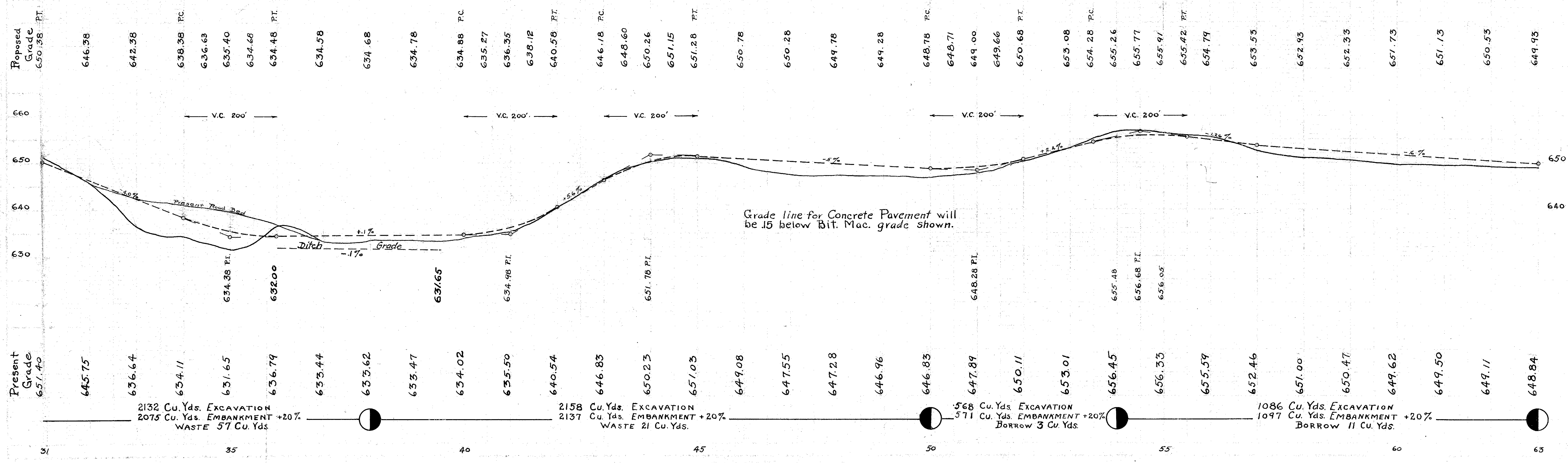
At Sta. 55+93.45 Set I.P. on P.I.
Elec. Pole W 22.9' Guy Pole E 20.4'
Tel. Pole S 58.7' $\Delta = 20^\circ - 32' L$

Station	Left Width	Left Grade	Right Grade	Right Width	Right Grade
54+56.81	9.00	655.66	655.81	9.00	655.66
54+81.81	9.90	655.71	655.86	9.00	655.03
55+06.81	11.60	655.64	655.79	9.00	656.33
55+31.81	13.12	655.48	655.63	9.00	656.59
55+56.81	13.80	655.18	655.33	9.00	656.71
56+00	13.80	654.64	654.79	9.00	656.17
56+27.64	13.80	654.24	654.44	9.00	655.82
56+52.64	13.12	653.91	654.12	9.00	655.08
56+77.64	11.60	653.69	653.81	9.00	654.35
57+02.64	9.90	653.36	653.51	9.00	653.68
57+27.64	9.00	653.21	653.36	9.00	653.21
91.3	39 Yds. of Extra Pavement				



B.M. Sta. 41+65
Spike in Walnut L
Elev. 637.45

B.M. Sta. 54+06
Spike in Walnut L
Elev. 658.03



I.C.H.515 SEC.C
SANDUSKY COUNTY

5/18

At Sta. 68+35.35 Set Dry Cell Battery with Stake on E Cross Road E & W Elec. Pole N.W. 26.6' Tel. Pole N.E. 36.5' Anchor Post S.E. 32.4' Anchor Post SW. 24.4' Δ = 9°-40' R

At Sta. 76+70.75 Set Steel Drag tooth on P.I. Elec. Pole N.W. 37.3' Tel. Pole N 86.3' Detail of Intersection Δ = 13°-18' L of E & W Road with I.C.H. 515 at Sta. 68+32. Build 2 Bituminous Mac. approaches 50' long and 16' wide. 2278 Sq. Yds. Ex. Pavement.

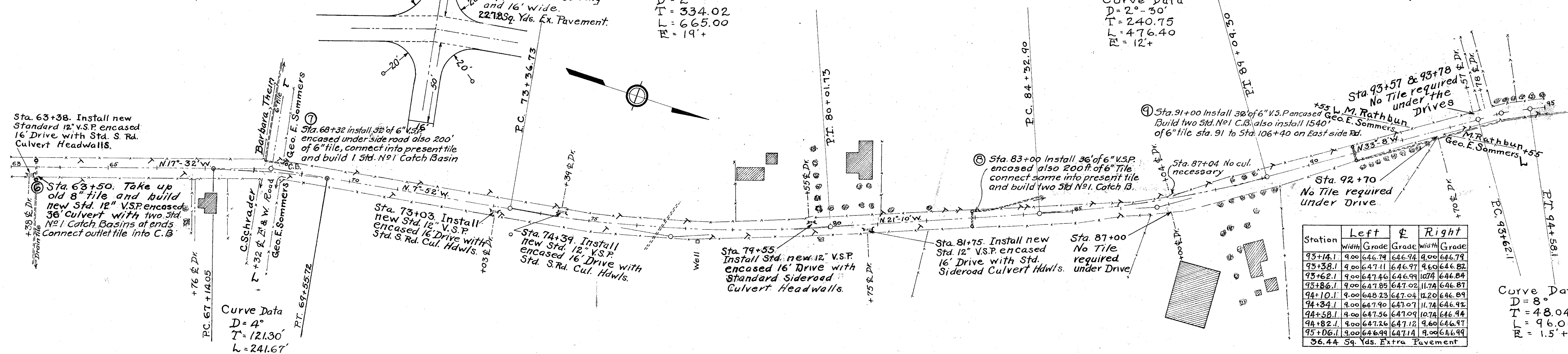
At Sta. 86+73.65 Set I.P. on P.I. Elec. Pole W 28.1' Anchor Post SE 16.8' S.W. Windmill E 41.8' Tree N.E. 50.3' Δ = 11°-58' L

At Sta. 94+10.1 Set I.P. on P.I. 30" Maple N.W. 22.5' 12" Maple SW. 17.3' Elec. Pole N.E. 65.5' Δ = 7°-41' R

Curve Data:
D = 2°
T = 334.02
L = 665.00
E = 19'+

Curve Data:
D = 2°-30'
T = 240.75
L = 476.40
E = 12'+

Curve Data:
D = 8°
T = 48.04
L = 96.00
E = 1.5'+

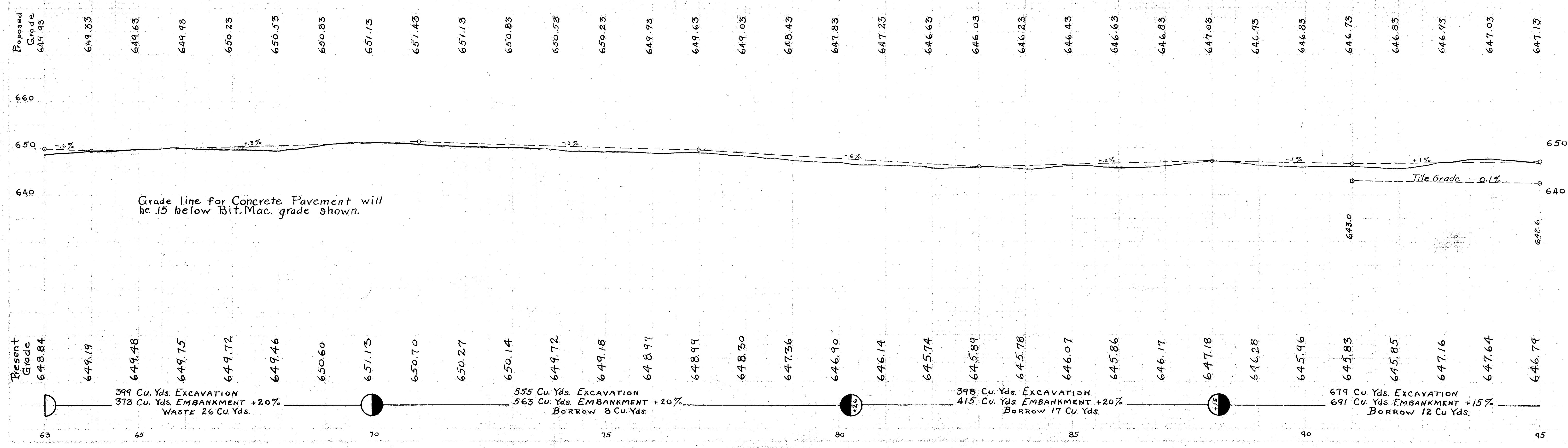


Station	Left	Center	Right
Width	Grade	Grade	Width Grade
93+14.1	9.00	646.79	646.94 9.00 646.79
93+38.1	9.00	647.11	646.97 9.00 646.82
93+62.1	9.00	647.46	646.99 10.74 646.84
93+86.1	9.00	647.85	647.02 11.74 646.87
94+10.1	9.00	648.23	647.04 12.20 646.89
94+34.1	9.00	647.90	647.07 11.74 646.92
94+58.1	9.00	647.56	647.09 10.74 646.94
94+82.1	9.00	647.26	647.12 9.60 646.97
95+06.1	9.00	646.99	647.14 9.00 646.99
36.44 Sq. Yds. Extra Pavement			

B.M. Sta. 66+51
Spike in Tel. Pole R
Elev. 650.02

B.M. Sta. 76+90
Spike Elec. Pole L
Elev. 649.77

B.M. Sta. 93+90
Spike in Maple L
Elev. 648.65



Grade line for Concrete Pavement will be .15 below Bit. Mac. grade shown.

399 Cu. Yds. EXCAVATION
373 Cu. Yds. EMBANKMENT +20%
WASTE 26 Cu. Yds.

555 Cu. Yds. EXCAVATION
563 Cu. Yds. EMBANKMENT +20%
BORROW 8 Cu. Yds.

398 Cu. Yds. EXCAVATION
415 Cu. Yds. EMBANKMENT +20%
BORROW 17 Cu. Yds.

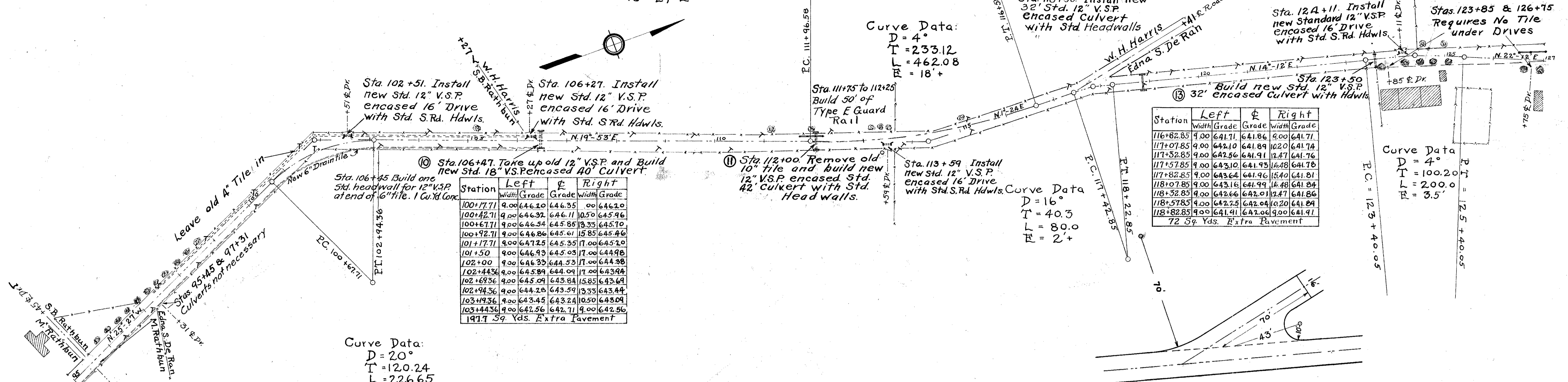
679 Cu. Yds. EXCAVATION
691 Cu. Yds. EMBANKMENT +15%
BORROW 12 Cu. Yds.

At Sta. 101+87.95 Set I.P. on P.I.
In field Approx. 8' from Fence
Tel. Pole S.E. 41.3' Elec. Pole S 32.5'
 $\Delta = 45^\circ - 20' R$

At Sta. 114+29.70 Set I.P. on P.I.
About 8' back of Right Fence
Fence Post N.W. 8.9' Elec. Pole N 88.0'
Anchor Post by Gate S. 64.5
 $\Delta = 18^\circ - 29' L$

At Sta. 117+83.15 Set I.P. on P.I.
Near Road L. Oak W 45.0
Elec. Pole N.E. 33.1' Anchor P.N.W. 31.9'
 $\Delta = 12^\circ - 48' R$

At Sta. 124+40.25 Set I.P. on P.I.
Anchor Post N.W. 10.3' Tree E 18.4'
Tel. Pole N 17.1' Tree S.E. 34.5
 $\Delta = 8^\circ - 0' R$



Station	Left		Right		
	Width	Grade	Width	Grade	
100+17.71	9.00	646.20	646.35	00	646.20
100+42.71	9.00	646.37	646.11	050	645.96
100+67.71	9.00	646.54	645.85	333	645.70
100+92.71	9.00	646.86	645.61	585	645.46
101+17.71	9.00	647.25	645.35	1.00	645.20
101+50	9.00	646.93	645.03	1.00	644.98
102+00	9.00	646.33	644.53	1.00	644.38
102+44.36	9.00	645.89	644.09	1.00	643.94
102+69.36	9.00	645.09	643.84	1.583	643.69
102+94.36	9.00	644.28	643.59	3.33	643.44
103+19.36	9.00	643.45	643.24	10.50	643.09
103+44.36	9.00	642.56	642.71	9.00	642.56

Station	Left		Right		
	Width	Grade	Width	Grade	
116+82.85	9.00	641.71	641.86	4.00	641.71
117+07.85	9.00	642.10	641.89	10.20	641.74
117+32.85	9.00	642.56	641.91	12.47	641.76
117+57.85	9.00	643.10	641.93	14.48	641.78
117+82.85	9.00	643.64	641.96	15.48	641.81
118+07.85	9.00	643.16	641.99	16.48	641.84
118+32.85	9.00	642.66	642.01	17.47	641.86
118+57.85	9.00	642.25	642.04	18.20	641.89
118+82.85	9.00	641.91	642.06	19.00	641.91

Curve Data:
D = 20°
T = 120.24
L = 226.65
E = 24'

Curve Data:
D = 4°
T = 233.12
L = 462.08
E = 18' +

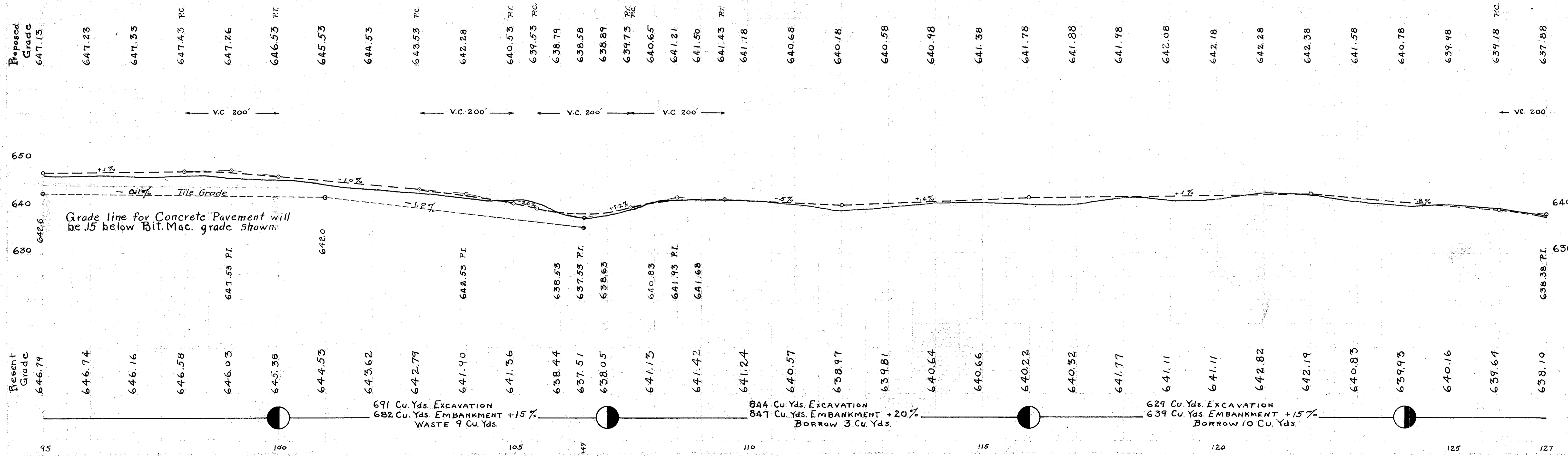
Curve Data:
D = 16°
T = 40.3
L = 80.0
E = 2' +

Curve Data:
D = 4°
T = 100.20
L = 3.5'

B.M. Sta. 105+59
Spike in Tel. Pole R
Elev. 640.00

B.M. Sta. 110+90
Spike in Elec. Pole L
Elev. 641.33

B.M. Sta. 123+65
Spike in Maple R
Elev. 640.79



Detail of Intersection of Sideroad with I.C.H. 515 at Sta. 117+41.
Build one Bituminous Macadam approach 70' long & 16' wide. 160 Sq. Yds. of Extra Pavement.

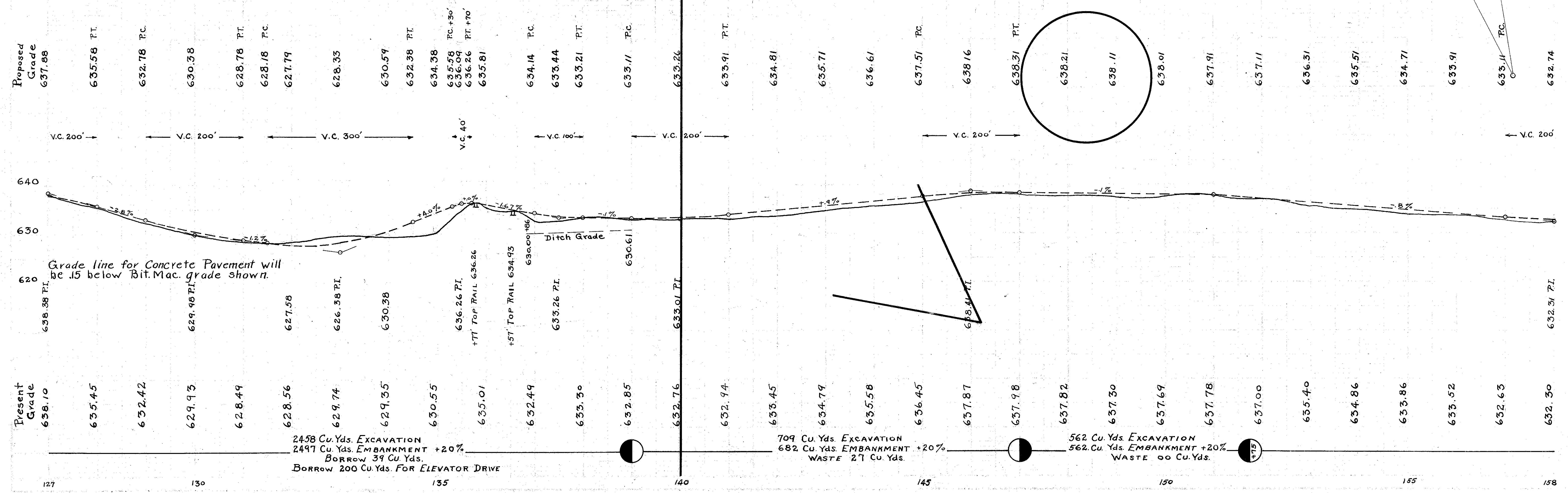
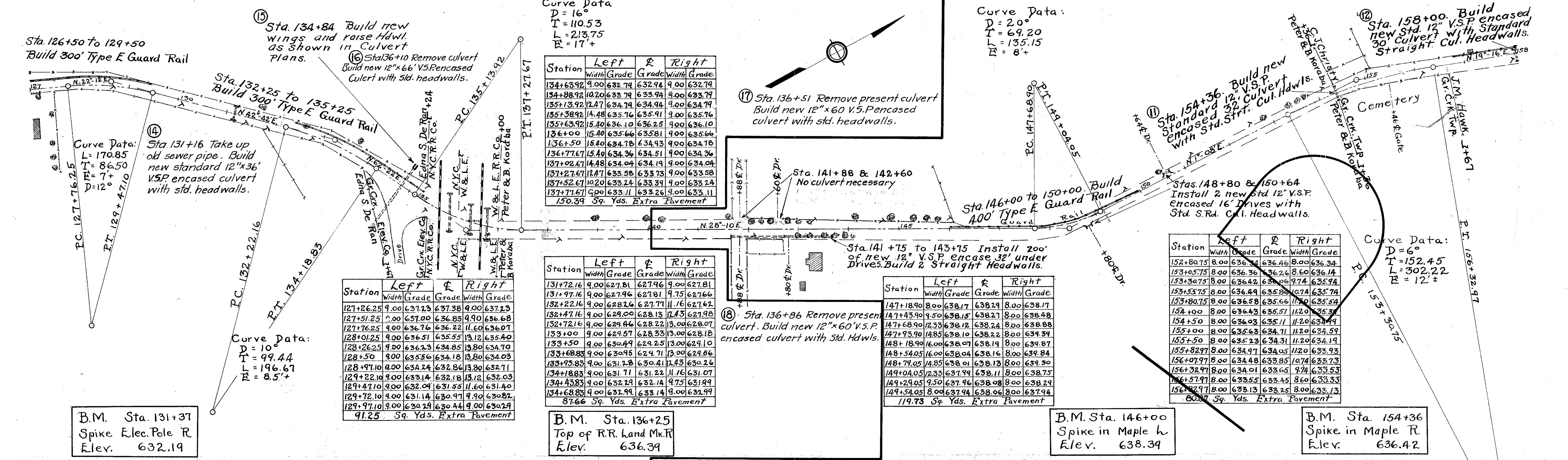
At Sta. 128+62.75 Set IP on P.I.
Elec Pole E 188' Fence Post NW 21.1
Set Stake 4' 0" L
 $\Delta = 20^\circ - 30' R$

At Sta. 133+21.60 Set IP on P.I.
Maple N 41.2' Maple S 62.2'
Elec. Pole SE 53.5
 $\Delta = 19^\circ - 40' R$

At Sta. 136+30.45 Set I.P.
On P.I. between tracks
Guy Pole E 2.3' Elec P.W. 29.0'
L.S. & M.S. Land Line MK 29.0'
 $\Delta = 34^\circ - 12' L$

At Sta. 148+38.1 Set IP on P.I.
Elec. Pole N.W. 24.35' Fence Post S 55.0'
Guard Rail Post W. 23.0
 $\Delta = 27^\circ - 02' L$

At Sta. 154+83.2 Set I.P. on P.I.
By Cemetery. Elec Pole N 49.0'
Anchor Post S. 43.6'
Steel Post Opp. Rosa G. Baskie MK 308'
Maple SE 52.7' $\Delta = 18^\circ - 08' R$



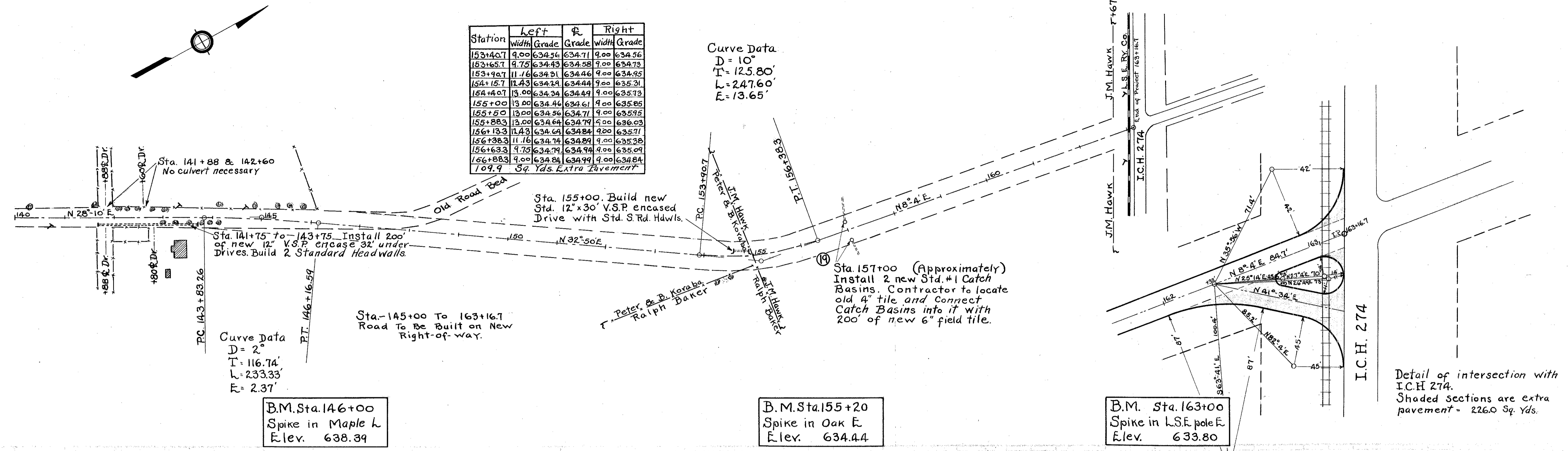
At Sta. 145+00 Set I.P. on P.I. in Roadway
 $\Delta = 4^{\circ}40' R$
 Center of Maple S.W. 250' Center of Maple N.W. 29.5'

At Sta. 155+16.5 Set I.P. on P.I. on Property Line
 $\Delta = 24^{\circ}46' L$
 Elm S.E. 14.3' Elm S.W. 30.3 Fence Post S 5.5'

At Sta. 163+16.7 Set I.P. on \mathcal{C} at edge of Curb

Station	Left Width	Left Grade	R Grade	Right Width	Right Grade
153+40.7	9.00	634.56	634.71	9.00	634.56
153+65.7	9.75	634.43	634.58	9.00	634.73
153+92.7	11.16	634.31	634.46	9.00	634.95
154+15.7	11.43	634.29	634.44	9.00	635.31
154+40.7	13.00	634.24	634.49	9.00	635.73
155+00	13.00	634.46	634.61	9.00	635.85
155+50	13.00	634.56	634.71	9.00	635.95
155+88.3	13.00	634.64	634.79	9.00	636.03
156+13.3	11.43	634.64	634.84	9.00	636.71
156+38.3	11.16	634.74	634.89	9.00	635.28
156+63.3	9.75	634.79	634.94	9.00	635.09
156+88.3	9.00	634.84	634.99	9.00	634.84
109.9	Sq. Yds. Extra Pavement				

Curve Data
 $D = 10'$
 $T = 125.80'$
 $L = 247.60'$
 $E = 13.65'$



Curve Data
 $D = 2'$
 $T = 116.74'$
 $L = 233.33'$
 $E = 2.37'$

B.M. Sta. 146+00
 Spike in Maple h
 Elev. 638.39

B.M. Sta. 155+20
 Spike in Oak E
 Elev. 634.44

B.M. Sta. 163+00
 Spike in L.S.E. pole E
 Elev. 633.80

Detail of intersection with I.C.H. 274.
 Shaded sections are extra pavement - 226.0 Sq. Yds.

